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1. Introduction to Appendix E: Environmental Resources Documentation

Appendix E provides the data supporting the resource analysis in Volume 2, Chapter 7. Each section of the appendix is organized by resource and includes the following documents:

- Resource Effects-Assessment Methodology
- Application of Effects-Assessment Methodology
- Resource Data Compiled by Alternative, then by State and County

1.1 RESOURCE EFFECTS-ASSESSMENT METHODOLOGY

The Resource Effects-Assessment Methodologies were developed by the Federal Railroad Administration (FRA) in cooperation with the Federal Transit Administration and resource/regulatory agencies as appropriate. The methodologies lay out a plan for assessing the potential effect of the Tier 1 Draft EIS Action Alternatives on each of the identified resources. Each methodology includes a discussion on the following topics: definition of the resource; agency and regulatory framework; the methodology to identify existing conditions, environmental consequences, and mitigation; Tier 1 Draft EIS outcomes; and applicability to subsequent Tier 2 analysis.

1.2 APPLICATION OF EFFECTS-ASSESSMENT METHODOLOGY

The purpose of the Application of Effects-Assessment Methodology is to document changes that occurred during the resource effects assessment analysis since the development of the Resource Effects-Assessment Methodology.

The Application of Effects-Assessment Methodology is formatted in two major sections. The first section describes any issues or modifications that occurred from the time that the methodology was finalized until the publication of the Tier 1 Draft EIS. These modifications could include methodology updates (e.g., data manipulation modifications or changes in how the data are presented in the Tier 1 Draft EIS). The second section addresses data variations such as identification of new data or identification of data that were not used as described in the methodology.

The second section addresses the criteria for analysis. The criteria for analysis are organized by existing conditions, environmental consequences, and environmental consequences-stations. The criteria were used by the FRA to identify those resources that are sensitive to changes in the affected environment and context area or where there is potential for impact to a resource. The criteria were used to develop the qualitative and quantitative analysis in Volume 2, Chapter 7 and in this appendix.



1.3 RESOURCE DATA COMPILED BY ALTERNATIVE

The data for individual resources have been compiled at a county level. County level data are also typically aggregated to a higher level such as state or specific resource classification (e.g., developed land cover or National Historic Landmarks within cultural resources). The data are presented in columns for the Existing NEC; Alternatives 1 and 2; and Alternative 3 by route option. The Alternative 3 route options and their abbreviations, as used in the appendix, are as follows:

- Washington, D.C., to Boston via Central Connecticut (CC) and Providence (PVD) (Option 3.1)
- Washington, D.C., to Boston via Long Island (LI) and Providence (PVD) (Option 3.2)
- ▶ Washington, D.C., to Boston via Long Island (LI) and Worcester (WOR) (Option 3.3)
- ▶ Washington, D.C., to Boston via Central Connecticut (CC) and Worcester (WOR) (Option 3.4)

All Action Alternatives include improvements and modifications to the Existing NEC, so the entire Existing NEC routing is included in the calculation of resource results for each Action Alternative.